

GREAT CHANNEL FLIER KILLED

ROLLS FALLS AT BOURNEMOUTH WITH WRECKED BIPLANE.

Aviator's Neck Broken; His Death Instantaneous—Parents Were Hurrying to See Him Fly—Smashed Rudder Cause of Disaster—Britain's Aerial Pledge.

Color Dispatch to THE SUN.
ENGLAND, July 12. The Hon. Charles Stewart Rolls, one of the foremost aviators and motorists of the United Kingdom, was dashed to death when his biplane collapsed and tumbled to the ground in the course of the aviation meeting here to-day. The distance flown was only about forty feet, but the crash struck the ground and before he could be extricated from the tangled mass of wire, wood and canvas he was dead. Physicians afterward declared that he had suffered a fractured skull and must have been killed almost instantly.

Rolls was flying in an alighting competition when the accident occurred. A crowd had been set in the ground directly in front of the grand stand and a prize was offered for the aviator coming to rest nearest to this mark. Rolls was using a new French biplane which had the same make as the machine equipped with a tail.

He had already made a descent in the competition, but landed seventy feet from the mark. In his second trial he flew over the stands and evidently intended to take advantage of the head wind in alighting.

He was swooping down toward the mark when something was heard to crack. There was a sharp metallic report and the propeller seemed to break up. The machine swayed ominously. Mr. Rolls attempted to steady it by tilting the plane, but the machine immediately collapsed and fell to the ground. It struck some twenty yards in front of the spectators.

Although the height of the biplane's fall was not great as compared with that of other machines which have fallen without fatal injury to their pilots, Rolls was entangled in the wreck in such a way that it is probable he was unable to save himself.

A great crowd was present to watch the flying men, among them many personal friends of Rolls, and there was a general rush to the spot where the biplane had crashed down. Physicians drew the aviator out of the wreck but he was dead before aid reached him.

So badly was the biplane smashed that it is impossible to say what caused the accident. Several persons who were watching the machine closely, however, maintain that a new tailpiece which had recently been fitted to the machine gave way and loosened the other supports of the planes so that it pitched earthward, a dead weight.

Immediately after the accident the officers of the aero meeting announced that there would be no more flying to-day.

Earlier in the day another mishap had caused the crowd to gasp. Audemars, a Swiss aviator, was flying in his Demoselle monoplane on a trial trip when, just as he was about to land, the machine turned turtle and fell. The aviator escaped without injury, although his monoplane was considerably battered.

Aviators who were watching Rolls' career in saying that the accident was due to the unforeseeable collapse of the rear rudders, which either slipped or were wrenched away from their supports owing to the pressure of the air. This broke the wires by which the rudders were operated. The wires immediately became entangled in the propellers, and as they were wound up they wrenched the whole rear framework and stabilizing planes, whereupon the whole machine became dead weight of metal and wood and dropped to the ground. No airman could have prevented the accident.

The doctors say that Mr. Rolls' death was practically instantaneous. His neck was broken. His parents are going to return to Bournemouth to see him. Mr. Thomas Lipton and another gentleman hastened to meet them and break the sad news to them.

TORONTO, July 12. The Count de Lesseps, the French aviator who is one of the star attractions at the Toronto meet, was sincerely affected on hearing this morning of the tragic death of the Hon. Sir. Rolls at Bournemouth. He said:

"The death of Rolls will be a distinct loss to aviation in Great Britain. He was a pioneer of the sport and one of the really notable aviators in that country. His feat in flying across the Channel won prestige for his countrymen and gave a decided impetus to the new science in England."

"Personally he was a most charming and unaffected man to meet. I sorrow to hear of his death and I know that I voice the sentiment of all French devotees of aviation, as we all held Mr. Rolls in high admiration."

The Hon. Charles Stewart Rolls, third youngest son of Baron Liancourt, was the first man to wing a way across the English Channel and back again. Born in France, he had flown from France to England before Rolls, as had the Count de Lesseps, but the young Englishman, already distinguished for fearlessness, accomplished the first round trip.

He did it on June 2 last. British pilots had offered on account of the French triumph in Channel flying, and it was for Rolls to revive it. He flew from Dover to Calais and back again, stopping, accomplishing the round trip of forty-two miles in ninety minutes. He had a French built Wright biplane. Blériot and Count de Lesseps had used monoplane.

Charles Stewart Rolls was a genuine aviator. He had been noted for years as a lover of flying. As a cyclist he won many prizes. He was a pioneer of the automobile in England and competed successfully in races of from one to a hundred miles. He took to the air first in 1905, making 100 ascensions, and was the development of aeroplanes. Mr. Rolls was one of the first among aviators to learn the game.

He was an engineer by profession and a mechanical genius. In 1908 he took to the air with Wilbur Wright in the control of a biplane and made his first flight. He was the first Englishman to fly.

When thirty-three years ago he was awarded the diplomatic mission to the United States, he displayed such aptitude in the engineering and electricity that he was generally recognized as the first Englishman to fly.

He was a philanthropist. He was a member of the London section of the Army Motor Reserve, was manager of the Royal Automobile Club, a member of the Aero Club of France and founder of the Royal Automobile Club. He had the degree of M. A. and was F. R. S. F. R. S. Met. S. and A. M. Inst. M. E. He wrote chapters on motor cars and road locomotion for the Encyclopedia Britannica and the Badminton Library.

Rolls is the twelfth victim of aviation. He was killed in a fall with Orville Wright near Washington. The first victim was killed in a fall with Orville Wright near Washington. The first victim was killed in a fall with Orville Wright near Washington.

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AERO FLIES IN BALLAST.

Hamilton Too Light to Man Capt. Baldwin's Cargo Carrier.

GARDEN CITY, L. I., July 12.—Charles K. Hamilton, credited in the Curtiss nest of fliers, but at present without any fixed wings, late this afternoon borrowed Capt. Thomas S. Baldwin's aero and made a short flight just to keep in practice. It took about seventy-five pounds of iron ballast to balance the machine properly for the 110 pound aviator, as Capt. Baldwin tips the scales at 200.

But when Hamilton got the machine in proper trim he took it higher in the air than it had ever gone before he made a side sweep of the course and as he passed over the aerodrome of the Aeronautical Society he rose to a height of between 200 and 300 feet and executed one of his famous dives to the ground.

Hamilton is so fond of flying that he proposes to develop all the fledgling aerobots about the place. To-morrow afternoon at 5 o'clock he will use Philip Wilcox's biplane, which has just been repaired after being wrecked by Lewis Straker, the automobile driver, in the week he will give exhibitions in a machine invented by Fred Schneider, which was tested out by Dr. William Greene at Buffalo and was also damaged.

After Hamilton had come down Capt. Baldwin circled the field several times and as soon as the Baldwin machine was taken off the course, which was about 7 o'clock, George Russell brought out his flier. It was the fifth time that Russell had flown and after he had made ten circles of the course he attempted to land, but found the wire used to stop the magnet had been jammed loose and he could not cut off the power. He throttled his motor and went around the course on wheels and was finally checked by his mechanics, who got control of the machine.

Hamilton to-day retained Israel Ludlow to defend him in the suit brought by Glenn H. Curtiss, his former manager, who claims \$5,000 for the use of the Curtiss machine, in which Hamilton has been making flights around the country. The complaint states that Hamilton leased the Curtiss biplane and Curtiss was to receive 10 per cent. of all the gross proceeds. Hamilton abandoned the use of the Curtiss machine during the aviation meet at Atlantic City, alleging that Curtiss had failed to provide him with a suitable motor and that the one he was using was unsafe.

Mr. Ludlow said this evening that a counter suit will be filed and that the sum asked will be larger than the one named by Curtiss. He said that in his contract Curtiss agreed to give Hamilton first choice of all contracts and prizes and that Hamilton had received the use of the gross proceeds for the use of his machine. He said at the time the contract was made Curtiss did not expect to make flights, but later changed his mind and kept the best things for himself. He said Hamilton has also been damaged in not being supplied with a good motor.

AVIATOR UP A TREE.
Stratton Puts His Machine Out of Business at Toronto. Big Money to Fly.

TORONTO, July 12. About 4:15 this afternoon Stratton took out his Blériot for a trial flight. This machine was damaged at the Montreal meet and has not been in running order since. Stratton was determined, however, to make a flight as soon as possible and decided to try out the machine before the crowd arrived.

He started from the lower end of the field and ran about the ground in circles before he rose. The rider was evidently not working properly. When in the air he started wheeling about in eccentric circles like a bird with a broken wing. Finally the machine left the ground and made a dive into the woods.

It struck a huge pine about thirty feet from the ground and lodged in the branches. Stratton was calmly seated in his machine, ascertaining the amount of damage done, when a few spectators went over to see the sight. He was uninjured, but the right wing of his aerobiot was hopelessly broken. It is unlikely that it will be in flying order for the remainder of the meet.

Count de Lesseps was the only aviator to start the flight. At 7 o'clock, after a two hours wait, the spectators had the pleasure of seeing him make a flight in his Blériot No. 9. He went as high as 900 feet, staying in the air for five minutes. At 7:40 he ascended again, this time in his famous Le Scarabe. In this machine he went up 800 feet and remained aloft for seven minutes, giving many demonstrations of the glide.

The Wright aviators are being besieged by people who wish to go up in the biplane with them. It is understood that the good authority that as high as \$1,000 has been offered for a chance to take a flight with the aviators.

The Weather.
 July 13. The low area which was over the Eastern provinces and New England disappeared yesterday and over the Atlantic states the pressure was high. It was cloudy in New England, New York, New Jersey and eastern Pennsylvania.

A depression of some energy formed over the upper lake regions, with its center in eastern Wisconsin. It was attended by rain at most places in the upper and middle lake region. There was rain also in the Ohio Valley and the Gulf States and showers fell in the Missouri Valley.

High pressures covered most of the Northwest and the Pacific coast. The temperature was moderate and the weather was fair and slightly cooler. Wind light from fresh northeast to southeast. Average humidity 38 per cent. barometer 30.19. At 3 P. M. at New York, at 3 P. M. at New York.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table.

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW.

TO-DAY. Partly clear, with light rain or drizzle in the morning. Temperature 60 to 70. Wind light from the north.

TOMORROW. Partly clear, with light rain or drizzle in the morning. Temperature 60 to 70. Wind light from the north.

NEW YORK-AFRICAN LINERS.
Elder Dempster to Reach Out for a Share of West Coast Trade.

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Figurehead for Yelaya Not Expected to Make Much Resistance—Cabrera of Guatemala Backing the Revolution—Plenty of Arms Already on Hand.

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TEGUCIGALPA, Honduras, July 12.—A revolution against the Government of President Davila is practically ready for launching in Honduras. Bonilla, enemy of Yelaya, and deposed from power here three years ago, is ready to strike a blow for himself. It is the general impression that he will not delay his campaign long. President Davila knows of the plot against him, and it may be said with certainty that he will not offer great resistance now that his supporter, Yelaya, is bereft of power and the able Estrada Cabrera, President of Guatemala, is lined up against him.

Former President Bonilla, now at his plantation near Belize, British Honduras, has been delaying his blow for the resumption of power for three months, hoping for a speedy settlement of the war in Nicaragua. But now that it seems there will be no speedy end to the Nicaraguan unrest Bonilla has lost patience and has ordered immediate preparations for a campaign.

The people are ready for the change in government. While it is believed there is only a thin wall between Bonilla and his former place yet he has made preparations for a hard fight. He will have the aid of the Guatemalan administration if he requires it.

Bonilla was deposed three years ago last winter by Yelaya of Nicaragua. The Central American dictator sent his troops into Honduras and after a fierce fight Bonilla was forced to flee. Davila was raised to the Presidency in his stead. Yelaya was Yelaya's henchman and as long as Yelaya remained in power the Honduran ruler's position was assured.

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The distance from Boston to Providence, thence to Worcester and return to Boston by air line would be approximately 130 miles, or considerably less than the distance covered by Hamilton in his New York-Philadelphia journey.

Mexican Revolutionist Arrested for Threats.
AUSTIN, Tex., July 12.—Donato Caserio, a Mexican revolutionary sympathizer, was arrested by Federal officers at Fort Arthur today, charged with sending postal cards through the mails addressed to President Taft and President Diaz threatening to blow them up with dynamite if they did not release certain Mexican political prisoners held in prison in this country and Mexico.

Callao L. S. Consul Coming Home.
Special Cable Dispatch to THE SUN.
CALLAO, Peru, July 12. Samuel L. Taylor, the American Consul here, will sail to-morrow for the United States by way of Panama.

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KAISER NOT BACKING MADRIZ

LONDON PAPER STARTS SHORT LIVED NICARAGUAN SCARE.

Some of the German Organs Get Their Backs Up at Uncle Sam, but Our State Department Not Really Excited Over Mere Diplomatic Cautious.

Special Cable Dispatches to THE SUN.
LONDON, July 13.—The Berlin correspondent of the Standard, without giving the source, states that the following was supplied to him as an authentic exposition of the official German view of the Kaiser's recent letter to President Madrid:

"Germany does not recognize any right of the United States to supervise her diplomatic relations with the countries of Central and South America in general or her relations with Nicaragua in particular. Germany's recognition of President Madrid is a matter that concerns herself and Nicaragua and not a third person or Power."

No other correspondent mentions this statement, and it was certainly not issued by the German Ministry of Foreign Affairs, where officials explained that the words "Great and good friend" used in the Kaiser's letter is the usual diplomatic form employed in addressing Presidents of republics, and that the letter contained absolutely nothing that could be truthfully described as hostile to the United States.

The official North German Gazette ignores the incident completely. Other newspapers comment in an angry manner on the way the London newspapers have represented the affair.

The Berliner Post says the Emperor does not need to apply to the head of a foreign State or the editors of the American press for information as to how to conduct diplomatic intercourse. Even if his Majesty should address a foreign ruler in an unusual manner it is not the concern of American reporters, who have still much to learn of Europe's conventional politeness. If they feel obliged to lecture foreign rulers on their behavior they might begin with Roosevelt and others nearer home.

The Deutsche Nachrichten and the Vossische Zeitung profess unconcern as to whether America approves or disapproves of the letter.

BERLIN, July 12. The officials at the Ministry of Foreign Affairs have nothing to say concerning the letter of Emperor William to President Madrid of Nicaragua, but they allow it to be known that it was in no sense a personal letter of the Emperor, but an official document, worded in the usual diplomatic form and signed in accordance with custom by the Kaiser and the Chancellor.

The newspapers are giving much prominence to the matter and attribute the publication of the letter to the malignity of British hatred of Germany. A majority of the papers are quite friendly to America in their comments, but one or two express indifference whether the United States approves or disapproves of Germany's course.

The story which has recently been revived that Germany is again making an effort to secure a coaling station in American waters for her warships is again denied.

Officials at the Ministry of Foreign Affairs repeated to-night their denial that Germany was making efforts to secure a coaling station in American waters. They said: "We have repeatedly denied this story and can only deny it again. If people believe it we have nothing more to say."

WASHINGTON, July 12. Officers of the State Department do not regard the action of the German Foreign Office in congratulating Señor Madrid, President of the de facto Government in western Nicaragua upon his accession to the Presidency as an act unfriendly to the present policy of the United States in dealing with Nicaragua. The communication from Emperor William to President Madrid, they contend, was a perfunctory message made without the slightest regard to actual conditions there. Germany has comparatively small interests in that section and the officials of the Department believe that the message is of practically no significance as indicating Germany's attitude toward Nicaragua.

RARE ENGRAVINGS SOLD.
Meinertzhagen Collection Brings Some Good Prices at Christie's.

Special Cable Dispatch to THE SUN.
LONDON, July 12. The collection of engravings of the late Daniel Meinertzhagen was sold at Christie's to-day. These prices were among those realized.

J. Jones's impression of Mrs. Daventry by G. Romney, \$2,025; J. Hopper's portrait of the daughters of Sir Thomas Frankland, the impression by W. Ward, \$600; Lady R. B. Popham, whole length, by Thomas Watson, after Sir Joshua Reynolds's portrait, \$2,880; Viscountess Crosbie, whole length, by W. Dickinson, after Reynolds's portrait, \$3,350; Lady Betty Deane and children, by Valentin Green, after Sir Joshua Reynolds, \$2,730; and another engraving of a Reynolds portrait, Lady Catherine Pelham Clinton, whole length, by J. R. Smith, \$3,575.

WORRIED BY WALL STREET.
The "Matin" Thinks the U. S. Worse Off This Year Than in 1907.

Special Cable Dispatch to THE SUN.
PARIS, July 13. The Matin publishes a leader dealing with the financial status and the outlook in Wall Street.

It says the monetary position of the United States this year is worse than it was at the beginning of 1908 and that despite huge bond purchases in Europe it fears a repetition of the crisis of 1907.

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A New Shaving Device

By ingenious mechanical contrivance, the AutoStop Safety Razor enables anybody to strop and shave as quickly, handily and expertly as a head barber.

You don't remove the blade to sharpen or clean. Automatically strops itself. No other razor does this.

Get an AutoStop Safety Razor. Try it. It does not give you a head barber shave, take it back. Dealer has authority from us to refund your money.

Will you put it off and forget it, or will you get one this morning?

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